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Hydrodynamic and Electromechanical Simulation of a WEC with a Novel Non-Linear PTO

Richard Crozier*, Helen Bailey*, Markus Mueller*, Ed. Spooner†, Paul McKeever‡, and Alasdair McDonald*

*Institute for Energy Systems, The University of Edinburgh, Edinburgh, UK. EH93JL

E-mail: r.crozier@ed.ac.uk, helen.bailey@ed.ac.uk, markus.mueller@ed.ac.uk

†EM Renewables Ltd., County Durham, DL13 1SL

E-mail: ed.fieldstile@gmail.com

‡National Renewable Energy Centre Ltd., Blyth, UK. NE24 3AG

E-mail: paul.mckeever@narec.co.uk

Abstract—A coupled electromechanical and hydrodynamic time domain simulation of a direct-drive generator connected to a heaving buoy for wave energy conversion is presented. The system is based around a novel power take-off unit referred to as **Snapper**. The simulation is based primarily in MATLAB using its built-in Ordinary Differential Equation (ODE) solvers. These solvers act on the data derived from electromagnetic finite element analysis and from the WAMIT wave interaction simulation software. Test results of a generator prototype for comparison with the electromechanical simulation are also presented.

Index Terms—wave energy, direct-drive, permanent magnet, snapper

I. INTRODUCTION

Wave energy has the potential to provide significant amounts of sustainable power if the associated engineering challenges of operating in the marine environment can be overcome whilst minimizing costs [1]. The cost of the inevitable repairs and maintenance throughout the lifetime of any Wave Energy Converter (WEC) remains a major difficulty. One proposed method of minimizing the required maintenance is the use of a system based around a direct-drive linear generator [2], [3]. Several systems based around this technology have been both designed and implemented [4], [5].

WECs typically undergo high forces at much lower velocities than the optimum speed of conventional generator technologies. Therefore, to achieve reasonable efficiencies at these low speeds, direct-drive generators tend to require large amounts of high coercivity permanent magnet material and, as a consequence, bulky structures to maintain the airgap against the Maxwell stresses induced by the high strength magnetic field. Both of these requirements result in heavy and expensive machines which are difficult to construct and handle. Here a WEC is presented which consists of a point absorber, and a novel generator topology designed to mitigate some of these issues.

The WEC described here is suitable for near shore locations where, although there is less energy available than offshore locations, there is still a substantial amount of available energy. The reduction in the energy available due to the shallower water depths is compensated by the reduced occurrence of extremely large waves and very high energy sea states with

the associated survivability problems [6]. Locating a device in shallower water will also result in reduced installation, maintenance and repair costs and furthermore reduce the length of expensive subsea electrical transmission gear necessary to bring the electricity ashore.

II. THE WEC

The WEC is made up of a heaving buoy attached via a tether to a direct-drive generator. A diagram of the arrangement is shown in Fig. 1. The Snapper generator consists of three parts, the armature, a set of springs attached between the armature and the sea bed fixing, and the translator which is attached to the heaving buoy. Other configurations are possible, but are not explored here. The armature consists of copper wire coils, steel for electrical purposes, some structural material and, unusually, magnets. The translator has a second series of permanent magnets mounted along its length. The coils on the armature produce the electrical power when they move relative to the magnets on the translator. The faster this motion occurs, the smaller, and cheaper, the magnets and overall machine must be to achieve a reasonable power output. On both the armature and translator the magnets are mounted with alternating polarity as shown in Fig. 2.

As both the translator and armature have magnets mounted on them, the two parts are attracted to a stable configuration with the magnets on the armature and translator facing each other. When a force is applied to the translator, the armature is pulled along with it by the magnetic attraction. However as the armature is moved, the spring between it and the fixing point extends and applies a reverse force to the armature. Eventually the spring forces are sufficient to overcome the magnetic attraction, at which point the armature accelerates rapidly in the opposite direction to the translator movement. This high speed movement produces a pulse of power. In principle, this high speed movement should allow the reduction in size of the required magnets and their associated costs and also ease some of structural design problems resulting from the necessity for very high strength magnetic fields.

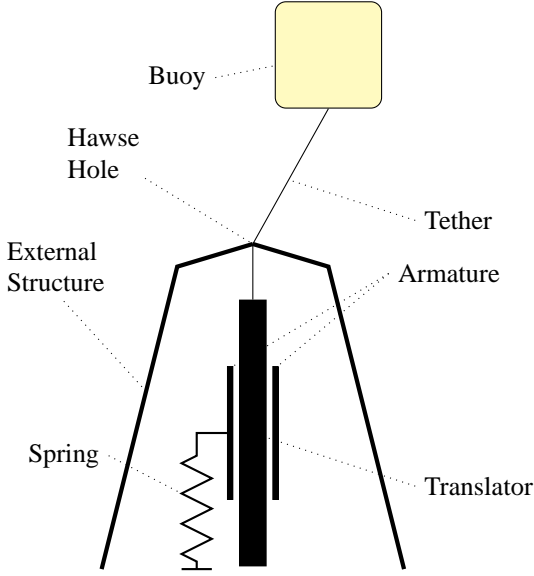


Fig. 1. Snapper wave energy converter conceptual system diagram. Note the two sides of the armature are rigidly connected out of plane.

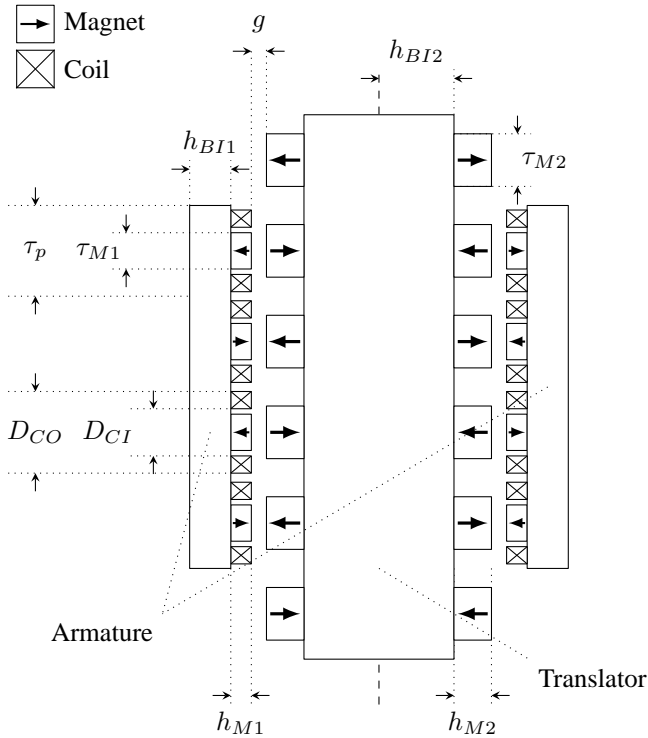


Fig. 2. Snapper cross-section diagram

A. The Electromechanical Model

The relative positions and velocities of the armature and translator are required to determine the flux linkage and resulting EMF generated in the coils during dynamic operation. The positions of the armature and translator relative to a global coordinate system are denoted x_A and x_T . The relative positions and velocities of the armature and translator, x_R and \dot{x}_R , are given by $x_T - x_A$ and $\dot{x}_T - \dot{x}_A$ respectively.

Within the machine, forces arise due to the interaction of the two sets of magnets, the electromagnetic damping forces due to the current carrying coils, and possibly other damping forces due to losses within the machine.

The most conventional method of simulating the electromagnetic forces and other quantities of interest, such as the flux linkage (λ) in the coils, while accounting for saturation and other nonlinearities, is to perform Finite Element Analysis (FEA). Unfortunately FEA is computationally intensive, and time-stepped FEA would be practically infeasible.

Therefore, to minimize the necessary computational time, a look-up table of the values of interest is compiled from FEA results at different values of relative positions (x_R) and coil current densities (J). Polynomials are then fitted to this data with the independent variables being x_R and J and the dependent variable being the output values of interest. The FEA was performed using FEMM [5], an open source, finite element analysis package. The flux linkage in the coils is the total flux passing through the closed loop formed by the conductor turns. Using a two-dimensional FEA formulation, this can be obtained from the vector potential (A) in the positive and negative parts of the coil. If we denote the cross-sectional area of the coil, S , and the number of turns in the winding, N , the flux linkage is then given by (1).

$$\lambda = \frac{N}{S} \left(\int_S A_+ dS - \int_S A_- dS \right) \quad (1)$$

The EMF produced in the coil is the rate of change of flux linkage with respect to time, which can be obtained from (2). The derivative of the flux linkage with respect to relative position, in the previous equation, is found by taking the numerical derivative of the polynomial fitted to the look-up table mentioned previously with respect to x_R , while holding J constant.

$$\text{EMF} = -\frac{d\lambda}{dt} = -\frac{d\lambda}{dx_R} \frac{dx_R}{dt} = -\frac{d\lambda}{dx_R} \dot{x}_R \quad (2)$$

The shear component of the electromagnetic forces between the two parts of the generator is denoted F_{EM} , the spring force denoted F_S , frictional forces on the armature F_{FA} and drag forces due to fluid resistance F_{DA} . All forces are defined as positive for the armature in the same direction as positive x_A . The acceleration of the armature is then given by (3), where m_A is the mass of the armature.

$$\ddot{x}_A = \frac{F_{EM} + F_S + F_{FA} + F_{DA}}{m_A} \quad (3)$$

The armature friction is calculated from the conventional equation $F_{FA} = -\text{sgn}(\dot{x}_A)\mu_{fA}N$ where μ_{fA} is the coefficient of friction for the armature bearings, N is the normal force acting on the bearings and the function sgn gives sign of \dot{x}_A , or zero when $\dot{x}_A = 0$. The fluid drag on the armature is calculated from (4) where ρ is the density of the fluid (taken as 1.23 kg/m^3 for air and 1025 kg/m^3 for sea water), C_d is the drag coefficient and A_n the cross-sectional area of the armature perpendicular to the direction of motion.

$$F_{DA} = -\frac{1}{2}\rho C_d A_n \dot{x}_A |\dot{x}_A| \quad (4)$$

When mounted vertically, there will also be friction between the translator and its bearings which is dependent on the air-gap closing forces. As the two parts of the armature are fixed relative to each other these forces will tend to cancel out. The resulting force on the translator will then be due to manufacturing tolerances resulting in an unbalanced air gap on either side, and are therefore difficult to estimate in advance. For this reason, simulations in which the generator is operating as part of the WEC neglect the translator friction. However, some simulations performed for comparison with dry validation, where for practical reasons the generator is mounted horizontally, do calculate translator friction in a similar manner to the armature friction.

For simulation convenience, the machine is connected to a simple series circuit of lumped circuit elements as shown in Fig. 3, while in practice power electronics will be required to process the output. The current in the circuit from Fig. 3 can be found by solving the differential equation obtained from nodal analysis, presented in (5), where R is the total resistance of the circuit, i.e. the combined load and coil resistance, and L is the inductance.

$$\frac{di(t)}{dt} = \frac{\text{EMF} - i(t)R}{L} \quad (5)$$

B. Hydrodynamic Model

The motion of bodies in ocean waves are commonly simulated in the frequency domain, based on Stoke's linear wave theory, [7], [8], but also modelled in the time domain, originally by Cummins [9] and Jefferies [10]. Time domain simulations have been used for various types of WEC, especially where nonlinear forces operate on the buoy, typically due to the control strategy used, [11], [12] or due to a nonlinear Power Take Off (PTO) system [13].

The hydrodynamic forces operating on the buoy are the excitation, radiation and buoyancy forces. When superposed, these yield the total dynamic and static forces from the incident waves, and here are determined in both heave and surge. The translator mass is made large enough so that the tether connecting it to the buoy is prevented from becoming slack, i.e. by having a weight greater than the combined internal generator shear forces, and the PTO force is always transmitted to the heaving buoy. It is further assumed, however, that the mass of the translator is concentrated in the buoy mass for the purposes of calculating its motion.

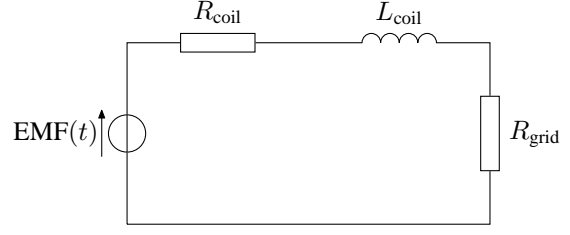


Fig. 3. Simple RL Circuit used to simulate connection to a resistive load, R_{coil} and L_{coil} are the the winding resistance and inductance, R_{grid} the load resistance.

The buoyancy force, F_{BB} , is based on Archimedes' principle, given by (6), where ρ is the density of water, g the acceleration due to gravity, r the radius of the buoy and h the buoy displacement in heave.

$$F_{BB} = -\rho g \pi r^2 h \quad (6)$$

The excitation force in heave and surge (F_{BEH} and F_{BES}), is the force required to keep the buoy still when experiencing incident waves. The excitation force is a function of the amplitude, frequency and phase of the waves and the shape and the mass distribution of the buoy and depends on the current time only. The values are obtained from WAMIT [14], which is a boundary element method software, first developed by Newman's group at MIT.

The radiation force is the force required to move the buoy, and in this case the Snapper generator mass, in still water, in the same manor as it responds to incident waves. The radiation forces in heave and surge, without a component which is related to the added mass at an infinite frequency, are denoted by F_{BRH} and F_{BRS} . The general equation for the radiation force in either heave or surge is given in (7). The radiation forces are functions of the velocities of the buoy (in heave or surge) at the current and all previous time, and also the shape and mass distribution of the buoy. The radiation forces depend on the function K which is given by (8).

$$F_{BR} = \int_0^t v_B K(t - \tau) d\tau \quad (7)$$

$$K(t) = -\frac{2}{\pi} \int_0^\infty \omega (M_B(\omega) - M_\infty) \sin(\omega t) d\omega \quad (8)$$

To reduce the computational time necessary to calculate the radiation force, Prony's method [15], [16] is employed to evaluate $K(t)$, by equating (8) to the sum of exponential functions in (9), where α_n , and β_n are determined using WAMIT [14], and have different values for the heave and surge directions. A finite number of these functions provide an approximate result with an accuracy related to the number of terms used in the sum.

$$K(t) = \sum_{n=1}^N \alpha_n \exp(\beta_n t) \quad (9)$$

By setting $F_{BR} = \sum_{n=1}^N F_{BRn}$, the differential of F_{BR} with respect to time is equivalent to the summation of the differentials of F_{BRn} , which, using the mathematical technique “differentiating under the integral sign” are calculated from (10). For the simulations presented here, twenty α_n , β_n , couples have been used for both heave and surge. This number of terms have been shown to have greater than 99% accuracy compared to the direct calculation of $K(t)$ from (8).

$$\dot{F}_{BRn} = \beta_n I_n + \alpha_n v_B \quad (10)$$

To get the heave and surge components of the forces, v_B in (10) and (7) is replaced with \dot{h} and \dot{s} where s is the buoy displacement in surge.

Fluid drag force on the heaving buoy, F_{BD} , as it moves through the water have also been included using the method presented in [17] with a buoy drag coefficient of 0.8. This drag force is only calculated in heave at present.

C. The Combined Model

The methodology used in this paper involves a summation of the different hydrodynamic, electromagnetic and spring forces. The equation of motion for the armature was given in (3) and similarly, the equations of motion for the buoy in heave and surge are given by (11) and (12) where m_{TB} is the mass of the translator and buoy combined.

$$(m_{TB} + M_\infty)\ddot{h} = F_{BEH} + F_{BRH} + F_{BB} + F_{EMH} + F_{BD} \quad (11)$$

$$(m_{TB} + M_\infty)\ddot{s} = F_{BES} + F_{BRS} + F_{EMS} \quad (12)$$

In (11) and (12), F_{EMH} and F_{EMS} are the proportions of the electromagnetic forces from the PTO (F_{EM}) transmitted to the buoy via the tether in heave and surge, determined through simple vector algebra.

The limitations of the hydrodynamic simulation are mainly due to the failure to account for friction between some parts of the WEC (e.g. between the hawse hole and tether), the assumptions of linear wave theory, and the combination of the buoy and translator mass for the purposes of calculating the buoy accelerations. This assumption is justified on the basis that most of the buoy motion occurs in heave, and also that the translator mass, in all cases presented here, is much less than that of the buoy. The assumption of linear wave theory means that eddies, turbulence, wakes and flow separation are not incorporated into the simulation.

All of these effects which are not included would result in a reduction of the amplitude of the buoy motion. This reduction would be proportionally greater when the response of the buoy is large. Therefore, it can be assumed that all amplitudes seen in this numerical simulation, and hence voltage and power output, will be greater than the physical model, particularly when operating close to resonance.

The system of differential equations which makes up the WEC simulation has been evaluated using the built-in MATLAB® Ordinary Differential Equation (ODE) solvers. As these solvers expect a continuous function, the inclusion of frictional

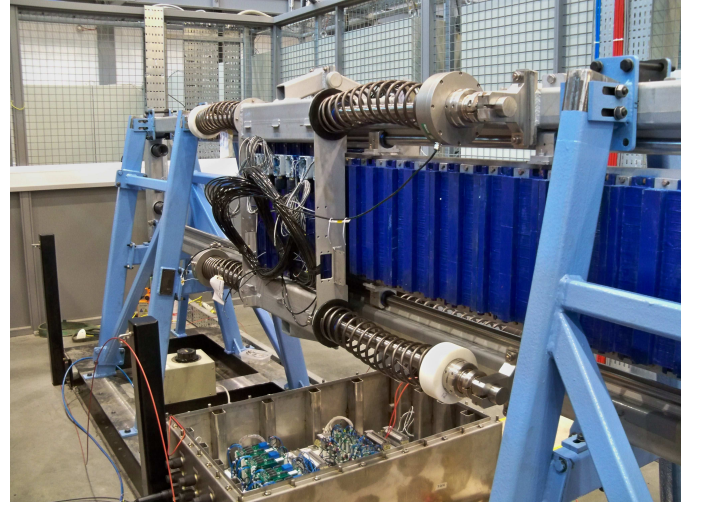


Fig. 4. The snapper generator mounted on the linear test rig.

forces, which have a step change when the velocity changes sign, results in the choice of extremely small integration step sizes by the solver algorithm, and often failure to meet the numerical integration tolerances, particularly at the start of a simulation. To avoid this, below a very small threshold velocity, the frictional forces are set to zero, smoothing the function sufficiently for the solver algorithms to choose appropriate steps.

III. PROTOTYPE DESIGN AND SIMULATION

A prototype system has been designed based on iterations of the simulation methods presented in the previous sections. This prototype system is to be tested in the wave dock at the National Renewable Energy Centre (Narec) in the UK and has been primarily designed to validate the simulation tools and Snapper concept. Therefore, simulations have centered around a buoy and generator suited to this wave dock, as opposed to creating a scale model of a future production device. A picture of the test rig with the generator in place is shown in Fig. 4. The armature of the generator is of length 0.5 m and the translator approximately 1.5 m. This particular design was chosen to give reasonable voltage output, at what are still relatively low velocities ($2\text{--}5 \text{ ms}^{-1}$) in comparison to conventional generator speeds and hence used a concentrated winding. The main design considerations were the trade-off between the desired power output and the available vertical height available in the test wave tank of 7.2 m. The design was created through iterative simulation and analysis, rather than a directed computer optimisation process.

As an initial validation of the concept, a series of simulations in three modes of operation are presented. The first of these is with an infinitely long translator moving with a proscribed motion, in this case a constant velocity of 1 ms^{-1} (Test T1). A second simulation has been performed with the full WEC system operating in single-frequency sinusoidal waves with an amplitude of 0.5 m and frequency 0.35 Hz, intentionally close to the buoy resonant frequency of around

TABLE I

SIMULATION OUTPUTS WITH LOCKED AND UNLOCKED ARMATURE.

	Locked			Not Locked		
	T1	T2	T3	T1	T2	T3
Mean Power (W)	153.06	522.86	51.10	502.58	1376.55	1.96
RMS EMF (V)	74.19	97.26	30.35	135.09	158.89	5.96
RMS Current (A)	0.38	0.50	0.15	0.69	0.80	0.03
Peak EMF (V)	102.19	210.84	97.13	467.90	628.13	76.63
Peak Current (A)	0.52	1.09	0.50	2.38	3.14	0.40

TABLE II

SIMULATION OUTPUTS WITH LOCKED ARMATURE AND REDUCED OUTPUT RESISTANCE.

	T1	T2	T3
Mean Power (W)	241.17	810.11	84.06
RMS EMF (V)	74.33	96.75	31.02
RMS Current (A)	0.64	0.83	0.27
Peak EMF (V)	102.19	206.20	96.11
Peak Current (A)	0.89	1.78	0.83

0.4 Hz (Test T2). The final set of simulations is for the buoy operating in random waves generated using a PM Spectrum, also with peak frequency 0.35 Hz (Test T3). The buoy used in these simulations is a cylinder of diameter 2 m and draft 1 m.

Simulations T1, T2 and T3 have been performed with the generator operating with the armature free to move, i.e. normal operation, and also with the armature locked in place, acting as a conventional linear generator. A summary of some important outputs from each of these tests is shown in Table I. As a further comparison, results from a third set of simulations with the armature locked, and the grid resistance reduced to yield a similar rms current for the duration of the simulations are also presented in Table II. These show that the power output is increased in snapping mode even if we operate the machine armature with similar thermal loading when locked. The mean powers reported in all cases in this paper are the power dissipated in the load resistor R_{grid} . Typical EMF plots for tests T1 and T2 are shown in Fig. 5 and Fig. 6. Some interesting forces and displacements during the same period in test T2 are shown in Fig. 7.

The fixed speed simulation results are based on 60 second of operation, while the single frequency wave simulations and random wave simulations were run for 120 and 500 seconds respectively. Simulation of the full system has been based on a water depth of 7.2 m (the wave tank depth) and the random waves used in T3 are based on 100 frequencies evenly spaced in the range 0.167 Hz to 2 Hz. This range of frequencies was again chosen for suitability for testing in the wave tank rather than offering an indication of the WEC's performance in a real sea. Future designs will use seas more indicative of the real conditions that would be experienced.

It can also be seen that in test T3, the snapping design produces virtually no power. This is a result of a mismatch between the chosen spring constant and the incoming waves which results in the armature simply oscillating in time with

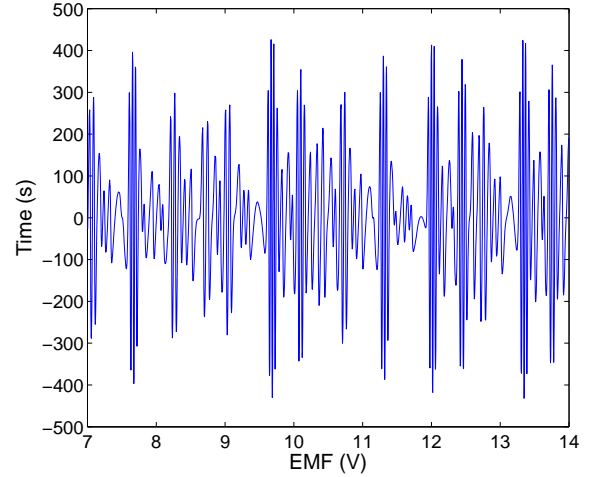


Fig. 5. Example of predicted EMF in a single coil for the prototype during test T1.

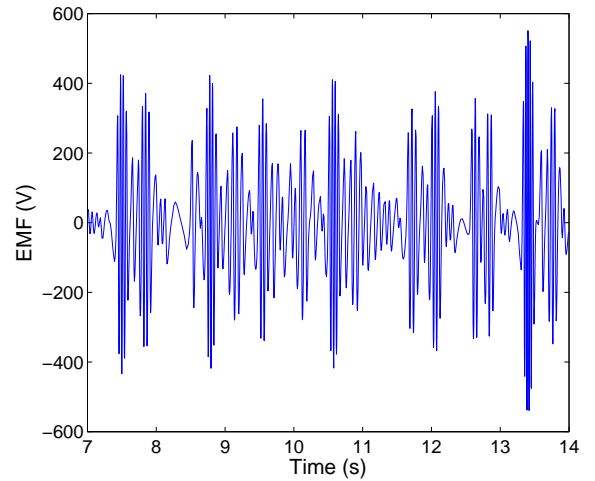


Fig. 6. Example of predicted EMF in a single coil for the prototype during test T2.

the translator without snapping. If we double the amplitude of the incoming waves the sprung mode exports mean a power of 331 W, the locked armature mode 163 W and the locked armature with reduced output resistance 256 W.

IV. PROTOTYPE GENERATOR TEST RESULTS

The generator design for the prototype system described in Section III has been built and undergone dry testing prior to its deployment in a wave tank. The generator has been mounted in a frame and driven by a ball and screw drive using the CAM mode from Control Techniques' Advanced Position Control. The displacements shown here have been recorded from linear transducers rather than derived from the applied drive profile.

A number of tests have been performed in order to validate the generator model and inform future designs. The peak force experienced just prior to the snap is approximately

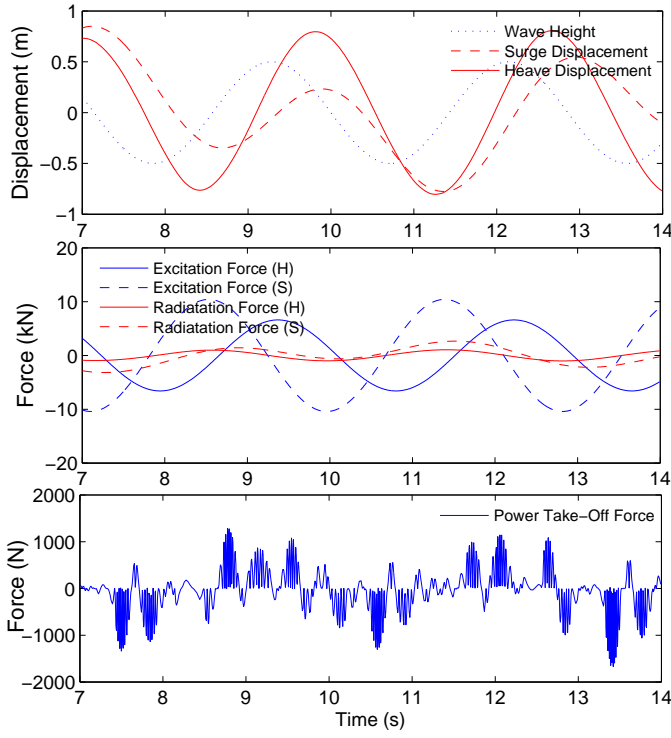


Fig. 7. Figures showing wave height, and heave and surge displacement of the buoy (top), the excitation and radiation forces in heave and surge (denoted 'H' and 'S') on the buoy (middle) and the power take-off force produced by the generator (bottom) during simulation test T2. All figures are plotted on the same time scale, as shown on the bottom figure.

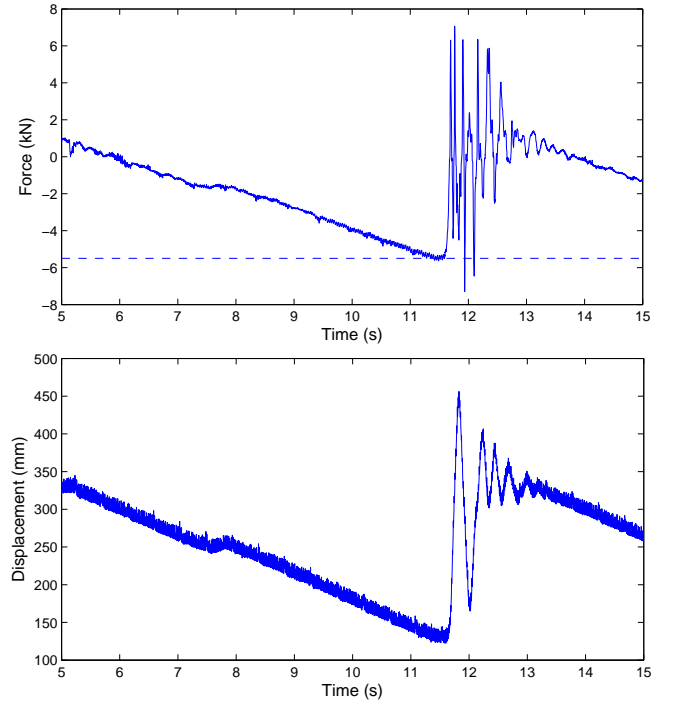


Fig. 8. Forces reported by translator load cell (top) and displacement of armature (bottom) during a single snapping event. The dashed line in the top figure marks a value of -5.5 kN on the y-axis as a visual aid.

5.5 kN, as shown in Fig. 8. The predicted peak force from the FEA simulations is around 4.0 kN. There are several possible reasons for this deviation in the force from the predicted values such as variation in the size of the armature magnets (a 1-2 mm difference is sufficient to increase the forces by this amount), specific aspects of the construction of the physical device, an inadequacy of the 2D FEA to capture all of the behavior of the 3D system, or the significance of end effects which have not been included. The forces shown in Fig. 8 are recorded from a calibrated load cell fitted to the translator drive, and will therefore include additional forces, such as translator friction etc. It can also be seen that higher forces are observed immediately after a snapping event despite the coils being disconnected from any circuit. This indicates some additional losses may be taking place, possibly due to eddy currents in either the armature and translator.

Fig. 9 shows the open circuit voltage of a single coil when operating with the armature locked in place, with the predicted voltage from the simulation operating with the same prescribed motion. A DC bias in the test measurements of the voltage has been removed by subtracting the mean value of the voltage from the test results. Despite the noise present in the test measurements it is possible to see that the simulation predicts the voltage quite well in this case, although it is of slightly lower than predicted amplitude. The predicted and actual voltage during a single snapping event is shown in

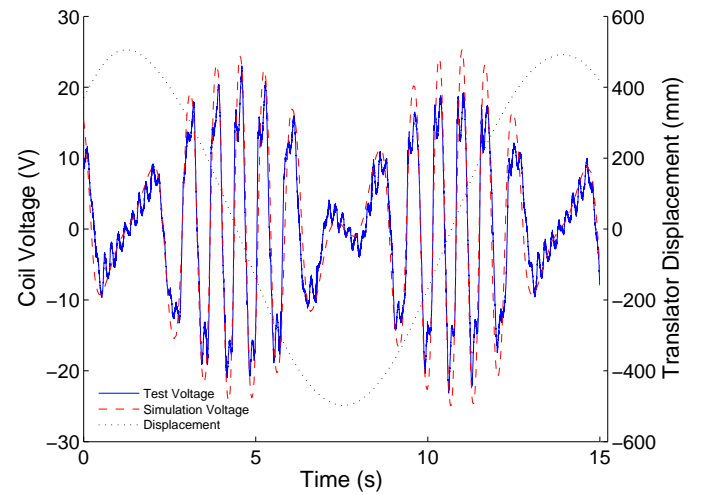


Fig. 9. Comparison of the simulation and actual test voltage with the armature locked in place.

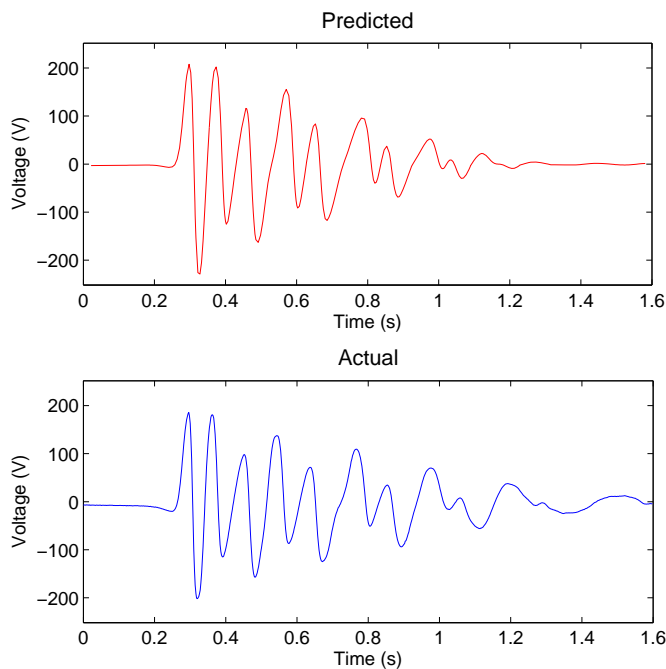


Fig. 10. Simulated and measured test voltage during single snapping event.

Fig. 10. The snapping event was performed by moving the translator at a constant speed of approximately 0.04 ms^{-1} (the jog speed of the test rig drive). The simulation results are based on a coefficient of friction for the armature of 0.4.

V. DISCUSSION

The results presented here give some confidence in the electromechanical simulation of the generator system, however, further work is required to determine the reasons for the discrepancy in the predicted and observed forces. Additional tests are to be performed which will aid in this analysis by testing the armature and translator frictional forces with the armature magnets removed.

As the dry testing has been performed with the armature mounted horizontally, it is expected that the voltages seen during a snap will be reduced in comparison to those seen when mounted vertically. When mounted horizontally, the normal force on the armature bearing includes not only the net air-gap magnetic forces, but also the full weight of the armature module, which is approximately 140 kg. When mounted vertically, the weight will instead be primarily born by the springs. This difference is accounted for in the simulations presented here.

The implications of the simulation results presented in Section III should not be overstated. Although higher power output is achieved for this particular machine design when operating with the snapping action, when compared to operation with a locked armature, the authors recognise that this does not prove that every possible direct-drive machine design would benefit from this technology. However, these results do

show that further investigation is warranted. Although the core snapper technologies, i.e. the snapping magnetic coupling and springs, are in this case integrated within the generator design, there also is no reason in principle that the concept could not be retrofitted to existing direct-drive generator concepts.

Testing of the full WEC system in the Narec wave dock will be performed in the second quarter of 2011. The results from this testing will be used to validate the combined hydrodynamic and electromechanical simulation.

VI. CONCLUSIONS

A combined hydrodynamic and electromechanical simulation of a WEC based on a direct-drive linear generator incorporating a snapping magnetic coupling has been presented. The incoming wave energy is stored in a spring until the magnetic coupling force is exceeded and the energy is converted to electrical energy in a short pulse. The combined simulation is based in the time domain and makes use of precomputed hydrodynamic coefficients and forces to determine the wave forces acting on a heaving buoy. Simulations demonstrating an increased average power output to the grid for one particular machine design have been presented, to demonstrate the validity of the concept. A comparison of the predicted and recorded test values of the electromechanical simulation of the generator component show reasonable agreement.

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